

## GRAB THEIR GUNS.

(Continued from First Page.)

Omaha. The Denver & Rio Grande is running all passenger trains. Few freight trains are run on any of the roads. The Union Pacific switchmen are out and the firemen will meet this afternoon to decide whether they will strike. About half of them are members of the A. R. U.

### A LIE OUT SOMEWHERE.

Two Dispatches from Wyoming That Do Not Agree.

EVANSTON, Wyo., July 2.—The strike is broken here. About 100 men have signed to go to work on rail, including leaders of the American Railway union. The shop men stood out stiffly till today when a general break was made.

### The Other Side.

EVANSTON, Wyo., July 2.—The A. R. U. held a meeting here last night and resolved to stand firm. The order of Judge Rinder was received requiring all employees to decide by 6 o'clock this morning if they will remain in the service of the company or be permanently discharged. The order has been signed by a few engineers and conductors, but by no A. R. U. men. There are eleven engineers and nine conductors at Evanston who are not members of the A. R. U. They all signed as well as the dispatchers, operators and firemen. There is much excitement at the show of firmness on the part of union men.

### ST. LOUIS NOT GETTING MAILS.

On Many of the Roads Greatly Delayed or None at All.

ST. LOUIS, July 2.—An effort was made today by the Baltimore & Ohio officials to lift the boycott, so far as it affects that road, principally at Cairo, but it failed. Assistant General Manager J. G. Mann placed before the A. R. U. director, George E. Kern, documents from the striking M. & O. men, certifying that they were willing to return to work provided Kern approved, the officers having decided to discontinue using Pullmans. After considerable discussion Directors Kern and Elliott decided to approve the plan, partly because, they said, they feared trickery by the railroad and partly because of fear of a reconstruction by other strikers of the return of the men.

The mails here are suffering severely. The heavy mails which come from the east daily via the Wabash have not come in since Saturday, on account of the Decatur trouble. The mails to and from the southeast via the L. & N. are also much delayed. The western mails which came by the way of Kansas City over the Santa Fe routes have failed to appear for two days.

### SUPPORT FOR KYLE RESOLUTION.

The Men at St. Paul Asked to Wire Their Representatives.

ST. PAUL, July 2.—Two important telegrams were received by Strike Manager Doyle from President Debs today. The first stated: "Wire your congressmen and senators immediately urging their support of Senator Kyle's mail train resolution. Our prospects are growing brighter everywhere. A I employees regardless of organizations are supporting us. Employees of all the lines will stand together; none will return till all are reinstated."

The other telegram reads: "Call on the engineers; pledge them our full support. The strike system went out tonight by the engineers' request for the restoration of wages. We are gaining ground everywhere."

### SELLS CIRCUS LOOKED AFTER.

A Crew Stayed on Omaha to Move Its Train.

OMAHA, Neb., July 2.—Not a train has been moved by the Rock Island in Omaha today. This morning the entire yard force was discharged, except one crew to handle Sells Bros. circus train. A passenger train from the west is expected this afternoon. The Union Pacific is not affected east of Cheyenne.

The receivers have issued a notice that the road owns a four-fourths interest in its Pullman cars and that any interference with those cars will be dealt with as contempt of court.

### MORNING TRAINS OUT.

At St. Louis Passenger Trains Are Still Able to Move.

ST. LOUIS, July 2.—The morning out-bound passenger trains got away without appreciable delay today, being made up by yard masters, office men, etc., of the Terminal Railway association. Freight traffic, however, has experienced no change.

The statement that the Wabash had been ordered tied up, generally proves incorrect. Beyond the trouble at Decatur, Ill., the entire system is in good order, with all the men at their posts.

### MARSHALS WITH WINCHESTERS.

Guard Every Train That Leaves Cincinnati Today.

CINCINNATI, July 2.—The withdrawal of the engineers and firemen of the Cincinnati Southern road has not so far caused any failure to run trains on the road. General Manager Carroll already has more applications for positions than he needs. Every engine is guarded by United States deputy marshals armed with Winchester.

### TO FIGHT THE A. R. U.

The Brotherhood of Railway Trainmen Objects to Mr. Debs.

GALESBURG, Ill., July 2.—The Brotherhood of Railway Trainmen, 30,000 strong, will fight the A. R. U. strikers. In answer to all telegrams, the grand officers say they will expel any member who does not remain neutral. The Trainmen's Journal for July 1 of this morning attacks the A. R. U. for assuming credit for the success of the Union Pacific strike and replies to Eugene V. Debs.

### ALL TRAINS EAST OF ST. JOE

Are Abandoned by the Rock Island Voluntarily.

ST. JOSEPH, Mo., July 2.—The Rock Island road has abandoned all trains east of this city, fearing trouble with strikers. The line from here west is still open, but may close at any time. This abandonment of trains was voluntary on the part of the company and the shops, freight office, etc., here are closed. Trains on the Chicago & Great Western are running today but very irregularly.

### HENRY CLEWS ON THE STRIKE.

Says It Will Result in a General Reduction of Wages.

NEW YORK, July 2.—Henry Clews, in

his weekly financial circular says: "The railroad strike is not by any means an unmitigated misfortune. It will raise questions and lead to changes which the strikers seem to have little anticipated. The roads have long felt that, under the existing depression of business and the great decline in prices, large reductions in operating expenses had become necessary, not only as a means towards making both ends meet, but also of enabling them to make concessions on freight charges in certain directions. They have hesitated to make those adjustments through a general cutting down of wages, though they have done all that is possible through a reduction in the numerical strength of their employees. Their hands have now thrown down the gauntlet on one issue, the Pullman strike; the roads seem quite willing to accept the gauge, but on another issue, a general reduction of wages."

"So far as can be foreseen, therefore, the strike began on Wednesday is likely to run to lengths which will result in the power of the railroads to effect a general reduction of wages. The fact that this reduction has not yet been effected has been, for some months past, the chief point of weakness in railroad securities, and has had much to do with the decline in their earnings. The occasion has now come for the adjustment of the carrying interest to the new conditions prevailing in the industrial and commercial interests. The conditions could hardly have been more favorable to the success of the roads in this struggle."

"The strikers have against them the justice of the case, the object of public opinion, the essential weakness of any mere strike on grounds of craft 'sympathy,' and the extraordinary number of unemployed who stand ready to take their place. The strike, therefore, can hardly fail to end in a reduction of wages that, directly or indirectly, will run through our railroad system at large. The transient inconveniences resulting from the interruption of traffic will be a small matter compared with the benefits to be derived from placing this immense national interest upon a sounder and more normal financial basis. In this important sense, the railroad strike is to be regarded as the harbinger of a great national benefit, and as laying the basis for new confidence and for the resumption of now widely suspended operations."

### SHERMAN ON PULLMAN.

The Ohio Senator Denies the Railway Sleeping Car Monopoly.

WASHINGTON, July 2.—Senator Sherman makes a statement which will attract widespread attention about his resolution which was adopted by the senate, directing an investigation of the Pullman sleeping car business with a view to the determination of what are reasonable rates of fare.

"This matter," he said, "has no reference whatever to the strike now in progress in the west. It is something that I have been thinking about for a long time, and I have talked with my colleagues in the senate sufficiently to find that they are in hearty sympathy with my effort to cause a reform in the rates charged by the Pullman and other sleeping car companies. I regard these rates as simply infamous. It is outrageous for us to be compelled to pay high prices for such poor accommodations as we receive in our trips to and from about the country."

"I regard the Pullman company and sugar trust as the most outrageous monopolies of the day. They make enormous profits and give their patrons little or nothing in return in proportion. It is perfectly clear to me that there is a way to reach the sleeping car problem with ease through government action."

"I think the rates should be reduced one-half. The Pullman company, for instance, is very rich, made so by the enormous and disproportionate profits on their cars. With half that profit the company could make a great deal of money and give the public better service. Perhaps you don't know, but it is, nevertheless, a fact, that the Pullman company charges each railroad running its cars three cents a mile for every car, and this goes into the pockets of the Pullmans, in addition to the rates paid by the passengers. For instance, between New York and Chicago the railroad pays about \$10 for each sleeper run, and the Pullman company gets several times that sum in addition from the public. That \$30 paid by the railroad is counted into the running expenses of the road, and is eventually paid by the passenger in the fare he gives for his ride. So the traveler pays twice, in reality, for his questionable accommodations on board a sleeper."

"Then, too, I think the system of tipping the employees of the company should be discontinued. It is a small matter to the individual car, but it is an extortion to pay the porter for each trip you take. The trouble is that these men are not paid enough by the company. If they were paid adequate salaries the passengers would not be obliged to come forward to help them out. I really think the railroads need the money in most cases, and I always give because I don't wish to feel or appear mean about the matter. There is a sort of compulsion about it, though, that is very disagreeable, and it could all be avoided."

"There is one matter that should not be overlooked in this consideration. The main patrons on these sleepers have expired, and there is no reason why the railroads should not begin now to make and run their own cars. I was acquainted with the original inventor of the sleeping car, who is now dead. He was obliged to sell out to the Pullman company, and they have held the monopoly with great care. The first patents have now, I believe, run out, and although the Pullmans have taken out letters for some improvements, I think it would be perfectly easy for the monopoly to be broken."

"Wagner company is composed of members of the Central company, and the rates remain the same, so that the public does not get the benefit of the independence of the Central from the Pullman people in the least. This will always be until the government takes hold and regulates the rates."

### CONGRESSMEN CONSIDERING.

The Turnout of the Strike Reaches the Ears of Congress.

WASHINGTON, July 2.—The Pullman strike had an echo in the senate today. Mr. Call offered a resolution appointing a joint committee of five members of the house and senate to inquire into the cause of the existing Pullman strike, the justice of the demands of the men and to report by bill or otherwise, and Mr. Kyle offered the resolution endorsed by President Debs of the A. R. U. and General Secretary Treasurer Hayes of

the Knights of Labor, reading as follows: "That no warrant or other process, civil or criminal, shall be issued by the United States commissioner out of any circuit or district court of the United States against any person or persons for the alleged obstruction of any railroad train or trains, unless it shall appear that such person or persons have obstructed or hindered such train in such manner as to interfere with the safe and convenient transportation of the mails of the United States, and the detachment of Pullman or other parlor or sleeping coaches from any railroad train or trains shall not constitute any offense against the laws of the United States."

This resolution looks to the protection of strikers from federal interference except to insure the transportation of the mails and declares that the detachment of Pullman or other parlor or sleeping cars from a train shall not constitute an offense against the United States. Both resolutions under the rule went over until tomorrow.

### Senator Davis Shuts the Men.

Senator Davis, of Minnesota, today received the following telegram, dated Duluth:

"We, the railway employees of Duluth, earnestly request you to support Senator Kyle's mail train resolutions now before congress. Please answer."

D. D. McINNIS.

President 209, A. R. U."

He replied by wire with the following emphatic declaration: "D. D. McINNIS, Duluth, Minn.:

"I have received your telegram. I will not support Senator Kyle's resolution. It is against your own real welfare. It is also a blow at the security, peace and rights of millions of people, who never harmed you or your associates."

"My duty to the constitution and the law forbid me sustaining a resolution to legalize lawlessness. The same duty rests upon yourself and your associates. The power to regulate commerce in the several states is vested by the constitution in congress."

"Your associates have usurped the power by force at Hammond and other places, and have destroyed commerce between the states in those particular instances. You are rapidly approaching the overt act of levying war against the United States, and you will find a definition of that act in the constitution. I trust that wiser thoughts will regain control. You might as well ask me to vote to dissolve this government."

### U. S. TROOPS SENT TO TRINIDAD.

To Raise the Blockade On the Santa Fe at That Point.

DENVER, July 2.—Five companies of the Seventh regiment of United States army, stationed at Fort Logan, left at 8:30 a. m. today on a special train for Trinidad, where over 100 deputy marshals were detailed yesterday by a mob. The troops are under command of Col. Ward and Lieutenant Baker, and moved under orders from Attorney General Olney at Washington. A dispatch from Trinidad last night said there has been no disturbance since the disarming of the deputy marshals yesterday, which was accomplished without much violence. Superintendent Douel, of the Union Pacific road, says:

"The extent of the strike indicates that the country has a serious proposition on its hands—as serious as anything that has visited the country since the war. If it doesn't lead to war it will be a close call."

The strikers have cut the Western Union wires near Cheyenne and no news has been received from Trinidad since 11 o'clock last night. The federal troops sent from Fort Logan breakfasted at Pueblo and left there at 9:30. They should arrive at Trinidad at noon.

### TURNED A COLD SHOULDER.

Landings People Wouldn't Provide Food for the Deputies.

CHICAGO, July 2.—At Lansing, on the Illinois and Indiana state line on the Panhandle road, the hotel keepers and restaurants refuse to furnish any food, under any consideration, to deputy United States marshals.

The Panhandle road has sent a force of men to Lansing to fit up a hotel for the headquarters of the marshals, and has also sent a car load of provisions.

### ON THE COAST.

An Effort to Move the Trains—Rails Torn Up.

SAN FRANCISCO, July 2.—Some of the rails have been torn from the track at Brighton Junction and box cars run upon the main track. Superintendent Fillmore has called on the railway to protect the property and to have the depot and yards cleared of all strikers.

The Southern Pacific officials recognize two great strategic points in the railroad crisis in California. One is Sacramento, the other Los Angeles, the keys respectively to the Northern and Southern situations. Each point commands a large territory and both are of great importance in controlling the main lines out of California.

While the strikers are apparently powerful at scores of points along the lines, the railroad officials assert their belief that if the blockade is broken at Sacramento and Los Angeles the workmen will succumb. Sacramento has been selected as the first point to be cleared, and General Superintendent Fillmore has gone there to direct the campaign. He says no concessions will be made to the strikers and says he will open the road at Sacramento if the task requires a month for its accomplishment.

### FRENCH PRAISE WILLIAM.

His Pardon of French Officers Pleases the French.

PARIS, July 2.—The newspapers of this city eulogize Emperor William's action in ordering the release of the two French officers who were convicted of spying upon the fortifications of Kiel. The socialist organs urged the French government to imitate the clemency of the German emperor, and grant amnesty to its own political prisoners.

The outburst of gratitude towards Germany may pave the way for much better permanent feeling.

The president's attendance at the funeral yesterday in defiance of precedent and anarchy and his admirable bearing throughout the ceremonies, have captured the heart of France.

### Asbury Park, New Jersey, and Return.

TICKETS SOLD JULY 5-7.

The Santa Fe has arranged to extend the time limit on their round trip tickets to Asbury Park until September 1st. Go by one route and return by another east of Chicago if you wish. See Rowley Bros. for particulars.

Peerless Steam Laundry—Peerless Steam Laundry.

# S. Darnum & Co.

617-619 KANSAS AVENUE.

We are letting out goods right and left, with utter disregard for past or present value. Where in this great country will a dollar accomplish more?

Three thousand yards of choice Wash Stuffs that sold at 12½¢ and 15¢.

Now 7½¢.

Pongee, Figured Lawns, Dimities, Satines, Zephyr Lawns, Satin Glorias to select from. Remarkable values surely.

Fine all Linen Damask Towels, 20x38 inches, white and colored borders. Extra good quality Huck Towels, 20x38 inches.

Either Kind at 18¢.

Better value we have never seen; not even at 25¢.

We have only six Ladies' Serge Eton Suits. They sold at \$5.50 and \$6. Who'll be the early birds to take them at

\$2.98.

Only 12 Eton Suits of finest grade all wool blue Serge. These suits sold at \$12.50; they are the pink of perfection in make and fit and make superb mountain or seaside costumes. You can buy them at a price that would just pay for the making.

\$7.98.



Fifty pieces fine shear India Linon, worth fully 15¢, Special at 11½¢. Also fifty pieces of an extra fine quality, worth all of 20¢, Special at 15 cents.

1,000 yards Outing Cloths, usual 8½¢ quality.

Special 5½¢.

Boys' Tennis Flannel Waists, considered cheap at 35¢.

Special at 15¢.

26-inch finest Gloria Silk Umbrellas with paragon frame and highly finished natural handles, worth \$2.75.

Special at \$2.

Bath Towels, regular 12½¢ kind.

Special 8½¢.

Bath Towels, regular price 35¢.

Special at 16½¢.

Men's Wire Buckle Suspenders, silk finish webbing.

15¢ Pair.

Worth 25¢ and 35¢.

Ladies' perfect fitting, stylish made Wrappers, in light and dark wash fabrics, reduced from \$1.35 and \$1.50.

Special 88¢.

Fifty doz extra good 8½¢ quality Ladies' Swiss Ribbed Vests.

Special 5¢.

Closing Sale Men's Pants

(See Window.)

\$4.00, \$4.50 qualities.....\$2.98  
\$5.00, \$5.50 qualities.....3.48  
\$6.50, \$7.00 and \$7.50 qualities....4.98

Choice of 20 doz Silk Windsor Ties for ladies' or gents' wear, 15¢; never offered by the trade under 25¢ and 35¢.

One lot gents' thin coats with vests to match. Mohairs, Flannels and Brilliantines, sold at \$4.50, \$5 and \$6. Line of sizes almost complete.

Special \$2.48.

Gents' British Half Hose, full regular made, beautiful colored stripes, worth 35¢ everywhere.

Special at 19¢.

50¢ and 75¢ qualities Men's Straw Hats.

Special 39¢.

## AGENTS FOR BUTTERICK'S PATTERNS

July demands Light Weight Clothing of all kinds. We have it from Hats to Hosiery. Summer Shirts, all kinds, all colors, all prices. They reduce your laundry bill one-half to two-thirds every week. Have you enough Gauze Underwear for July and August? See ours. Many new things in the Neckwear line have just come in—light and airy goods. Look at our samples of All Wool Suits made to order from \$13.50 up—pants from \$3.50 up.

## C. O. JOHNSON,

516 Kansas Avenue.

### NORTH TOPEKA.

Items of Interest from the North Side of the river.

Emil Apel of Logan, Kansas, is here spending the week with relatives.

Mrs. Henry M. Hale has gone to Atchison to visit friends and relations.

Miss Minnie Martin of Augusta, Kansas, is the guest of Miss Bertha Northland.

The new assignment of police officers on this side for the month is: Day, Russell and Gordon; night, Jones and Campbell.

J. T. McLaughlin made a misstep Friday night and fell down the rear stairway of his office, spraining his ankle. He was able to get around this morning by the aid of a cane.

Rev. W. B. Hutchinson conducted the funeral services over the remains of S. G. Schenck at the family residence yesterday. A large number of friends joined the procession to Rochester cemetery.

Rev. Mr. Ingels, pastor of the Christian church, was absent in Nebraska yesterday attending the state Sunday school convention. Mrs. Helea E. Moss occupied the pulpit in the morning and Otto Irelan spoke in the evening.

Sunday evening services at the Baptist church will be held in the church lawn until September. The arrangement was inaugurated last night and proved so satisfactory that it was decided by vote to continue it through the summer. Gasoline lamps will be suspended from the trees and the regular church seats will be used. The pastor spoke from the steps last night.

### Notice.

All the members of Shawnee council No. 1 F. A. A., are requested to be present at a special meeting this evening to be held in the I. O. O. F. hall, 837 Kan. ave., N. Topeka. By order of D. W. Henson, Pres.

Postmaster A. J. Arnold has returned from a short trip to Oregon, where he went to look after his mining interests.

## WASHBURN COLLEGE.

Located at Topeka, Kansas. Admits both sexes. Expenses reasonable. Collegiate and academic courses of study. Normal course. Six buildings. A library of over 6,000 volumes. Fine reading room. Departments of Art, Music, Education, Surveying, Natural Science, A. Night and Modern Languages. Thoroughness in all lines of instruction. Fall term opens September 12.

PETER McVICAR, President.

J. M. KNIGHT,

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UNDERTAKER,

404-406 KAS. AVE.,

And 443 Kas. Ave., NORTH TOPEKA.

Funerals, Caskets, Moves, Queens-

ware on easy payments. Phone 52.

13 and Walnut, Kansas City, Mo. Phone 224.



He says, aside from the mineral wealth of the Pacific coast, he would not give a quarter section of Kaw valley land for the whole country, but that the mining developments are but in their infancy. He feels much improved in health.

A full length extension tapersure for \$100, at Lukens Bros., North Topeka.

Call at Garner & Lane's cash grocery, 845 North Kansas avenue. They meet all competition.

"Our New Delight" and all Dangler stoves at H. M. Cimos.

Monarch gasoline stoves at Henry's. Go to Henry's for roofing and spouting.

For bargains in shingles see E. P. Ewart, Gordon and Kansas avenue.

Go to Will Griffith's for the best tin, galvanized iron and pump work.

Rev. J. R. Madison, pastor of the Kansas Avenue M. E. church, in response to a request from the crusaders to appoint a committee to attend the Music hall meeting tonight, named yesterday, without consultation with the gentlemen themselves, he said, J. M. Baird, Max Houghtel and H. H. Fowler as such committee.

The death of Major J. Arrell Johnson

occurred at his boarding house at 7 o'clock Saturday evening. He had been an invalid a long time as the result of his army service. He was 53 years old at time of his death. He was a brother of Mrs. Col. Veale. He served through the war in the Sixth Kansas cavalry. The funeral occurred at 10 o'clock this morning, the best-burials being selected from his comrades in Blue post G. A. R. He was laid to rest beside his father in Topeka cemetery.

Bicycle races. There will be two at the racing matinee July 4 at the Fair grounds, for the benefit of Christ's hospital.

Twenty-five Cents. You can afford to donate that, even if you don't go, to the racing matinee July 4 at the Fair grounds, for the benefit of Christ's hospital.

What They Call Hot. LONDON, July 2.—The hot wave continues here and on the continent. Over eighty degrees of heat were recorded in England and 85 degrees in Dublin.

The Daily State Journal prints all the news.

D. Holmes, druggist, 781 Kansas ave.